

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE
'OVERLAND
CHINA MAIL'
BEFORE GOING HOME.

No. 19,803.

號五月七年七零百九千一英

HONGKONG, FRIDAY, JULY 5, 1907.

日五廿月五年未丁

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN.....\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co. Ltd.

Hongkong, May 1, 1907. 753

TAI KWONG CO.,

109, Des Voeux Road Central.

GASOLINE LAMPS AND WELSBACH MANTLES.

Hongkong, June 14, 1907. 1017

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at the HARRY VALENTY on SATURDAY, 6th July, 1907, commencing at 4.00 p.m. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club. The Committee invite the Ladies of Hongkong to be present. Post Entries will be accepted for Events Nos. 3, 4, 5 and 6. REGINALD E. C. MASTER, Hon. Sec. and Treasurer. Hongkong, July 3, 1907. 1112

GREEN ISLAND CEMENT CO., LIMITED.

AN INTERIM DIVIDEND of 50 cents per Share for the six months ending 30th June, 1907, will be payable on the 12th July, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED on 10th, 11th and 12th July, 1907. SHEWAN, TOMES & CO., General Managers. Hongkong, July 4, 1907. 1116

NOW OPEN.

MONTPELIER.

9, ROBINSON ROAD, HONGKONG.

PRIVATE HOTEL.

MONTPELIER ROOMS, BEAUTIFULLY FURNISHED.

MODERATE RATES.

Hongkong, July 1, 1907. 1094

NOTICE.

WE beg to give Notice that we have TAKEN OVER the ASSETS and LIABILITIES of the EAST ASIATIC TRADING CO. The business will be carried on under the name and style of SCHULDT & CO., at Hongkong.

HONO NAMES:

行洋元司公士刺些
SCHULDT & CO.,
No. 2, Connaught Road.
Hongkong, June 24, 1907. 1090

倉貨 KUNG YIK GODOWNS. 益公

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 178, SHAN Tze Tsu, Pkwa West, on (M. Lot Nos. 204 to 205), formerly known as the Po On Godowns, the lease for which having expired, have been taken possession of by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the Godowns. Agents, The 'SUN WANG LAM' INVESTMENT LOAN AND AGENCY COMPANY, LTD., SAM WANG & CO., LTD., Telephone: No. 321. Address: 81, Queen's Road Central. U YUK CHI, Managing Director. Hongkong, July 2, 1907. 1109

NOTICE.

NOTICE IS HEREBY GIVEN that owing to the INCREASE of the BUSINESS of Messrs H. PRICE & CO., Wine Merchants of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited liability under the name and style of Messrs H. PRICE & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager. All Debts due to, and owing by, the late firm will be received, and paid, by Messrs H. PRICE & CO., LTD. H. PRICE & CO., LTD. H. PRICE & CO., LTD. Hongkong, July 1, 1907. 1093

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,333 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain W. A. Valentine.
S.S. PATSHAW, 2,330 tons, Captain J. Lloyd.
S.S. RINSHAN, 1,933 tons, Captain B. Branch.
S.S. LEUNGSHAN, 1,933 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen's Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 8.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

S.S. SUI-AN, 1,651 tons, Captain E. H. Granger.
S.S. SUI-TAI, 1,651 tons, Captain O. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf on Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

S.S. LUNGSHAN, 2,19 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 688 tons, Captain J. Wilcox. (Laid up).

S.S. NANNING, 688 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at about 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

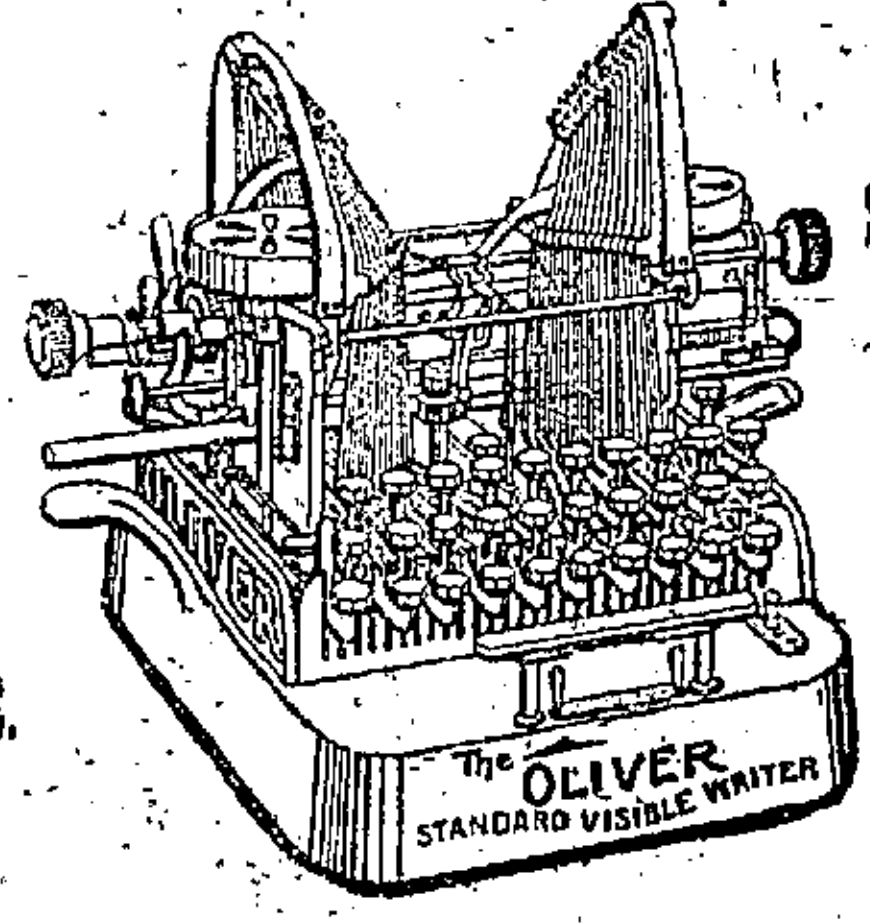
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Horse Mansions, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

STANDARD

VISIBLE

TYPEWRITERS.



THE OLIVER TYPEWRITER CO., LTD., are prepared,

during the stay of their SPECIAL REPRESENTATIVE in HONGKONG,

to take OLD TYPEWRITERS of any make or condition in part

payment for OLIVERS. This is an opportunity to have your

Office up-to-date.

No. 1, Prince's Buildings.

Hongkong, June 11, 1907. 1005

WANTED.

A Post as CLERK, TEACHER, or INTERPRETER by a Gentleman of Collegiate education, possessing a working knowledge of the Chinese language, both written and spoken (Cantonese dialect). Apply to—
S. H. H.,
Care of 'CHINA MAIL' Office,
Hongkong, July 2, 1907. 1103

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906, £17,837,119.

I—Authorized Capital £3,000,000.

Subscribed Capital £2,750,000.

Paid-up Capital £887,500 0-0.

II—Fire Funds £3,385,720 19-8.

III—Life & Annuity Funds £5,762,898 8-1.

Reversion Fire Branch £17,837,119 4-1.

Life & Annuity £2,081,044 19-4.

Branches £1,713,708 19-11.

£3,774,863 19-4.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND

OFFICE:—9, DES VOEUX ROAD.

LANE, CRAWFORD & CO.

—:—

SUMMER UNDERWEAR

in Gauze, Wool, etc.

LIGHT ZEPHYR SHIRTS

White and Coloured.

TIES, WAISTCOATS, BELTS.

TROPICAL SWEATERS.

BATHING COSTUMES.

LANE, CRAWFORD & Co. Hongkong, June 17, 1907. 2040

WANTED.

EDITOR for an important STRAITS JOURNAL. Good

Salary to thoroughly competent journalist. Must be well

informed on FAR EASTERN SUBJECTS.

Apply, giving full particulars of past experience and stating

salary required, to—

'H. L.,

C/o 'CHINA MAIL' Office.

Hongkong, July 1, 1907. 1098

GREEN ISLAND CEMENT CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 13th day of July, 1907, at 12 o'clock Noon, for the purpose of considering and voting upon the proposed

That it is desirable to capitalize the sum of \$90,000 being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and to divide the same among the Shareholders as a bonus amongst the Shareholders registered as such in the Register of Shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively and that the General Managers be and they are hereby authorized to distribute among the Shareholders the 2,000 unissued shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 13th day of July, to SATURDAY, the 20th day of July, 1907, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, July 1, 1907. 1092

GARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'GARMICHAEL' HONGKONG. A. B. C. Code, 4th Edition.

Oliver's Standard Code.

TELEPHONE 232.

Hongkong, July 1, 1907. 1092

NOTICE OF REMOVAL.

FROM This Date our business will be REMOVED from 32, Des Voeux Road Central to No. 23, QUEEN'S ROAD, (formerly occupied by Messrs W. BARNES & CO.).

HOOSAIN ALI & CO., General Dealers, &c.

Hongkong, July 1, 1907. 1095

PATELL & CO.,

SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL.

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants, AND Commission Agents.

LABUAN COAL.

THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to supply Steamers at LABUAN, with Good Fresh Quality LABUAN COAL, double screened and straight from the Mines. For further particulars, apply to—

BRADLEY & CO., Agents.

Telegraphic Address:—LABOR, Labuan.

Hongkong, March 12, 1907. 471

THE CARLTON HOUSE HOTELS.

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

BRITISH STEAMER 'NETHERTON.'

BY ORDER OF THE UNDERWRITERS, the Undersigned are prepared to receive TENDERS for the Purchase of the above Steamer as she now lies at SINGAPORE in a Fine Damaged Condition. Tenders must be delivered not later than 10th July.

GILMAN & CO., Lloyd's Agents.

Hongkong, June 19, 1907. 1403

CHEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE &c.

STEEL GIRDERS AND TEES, CORRUGATED IRON, FIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

To be had at the 'China Mail' Office, 8, Queen's Road Central.

1293

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.

GENERAL MANAGERS.

ANNUAL SALE.

FAIRALL & CO.

ARE OFFERING THE

WHOLE

of the Stock at Greatly Reduced

Prices

COMMENCING ON MONDAY,

JULY 1st, 1907.

7 & 9, Pedder Street.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

OCCIDENTAL HOTEL.

HONGKONG.

A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for RESIDENTS and TOURISTS.

ELECTRIC LIGHT and FANS THROUGHOUT.

Is room attached to Each Room. Cuisine under direct European Supervision.

Terms Very Moderate.

For Special Terms for Families and Monthly Boarders, Apply to—

E. G. JORDAN, Manager.

BALTIMORE HOTEL.

HONGKONG.

MANAGED ON AMERICAN PLAN.

Being in the business centre of the town is the FAVOURITE HOTEL with visitors from Manila.

Terms Moderate.

ABLE UNDER DIRECT EUROPEAN SUPERVISION.

Special Terms for Families and Parties.

Apply to—

E. G. JORDAN, Manager.

Hongkong, March 7, 1907. 428

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER.

SAFE-REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

IN GREAT VARIETY

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

VICTORIA DISPENSARY.

—:—

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906.

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT.

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.

No. 44 for 4 1/2 x 6 1/2 Films. Also different sizes of Films for other Cameras.

Hongkong, April 2, 1907. 1781

THE BEST ITALIAN

VERMOUTH

IS FROM

Francesco, Cinzano & Co., Torino.

—:—

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
SINGULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8A, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Almeida Street.

Hongkong, February 18, 1907.

TAKE
HOLLOWAY'S
PILLS

For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVALUABLE
FOR THE USE OF FEMALES.

Manufactured only at 74, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Indigestion,
Biliousness, Rheumatic Gout
and Gravel.

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

DINNEFORD'S
MAGNESIATHERE IS NO DOUBT
THAT

Where Eno's 'Fruit Salt' has been taken in the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'

upon any disordered, sleepless, or feverish condition is simply
marvellous and unsurpassed. In fact it

IS
NATURE'S OWN REMEDY

CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.
Otherwise you have the inferior form of 'Fruit-Salt'—IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, E.C.4.
Sold by Chemists and Stores everywhere.

JOHN OAKLEY & SONS
EMERY GLASS BLACK
CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS LIMITED, "WELLINGTON HILLS" LONDON.

Intimations.

MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

MARUNO-UCHI, TOKYO.
CABLE ADDRESS: "IWASAKI".
Which applies to all Branch Offices.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.

BRANCH OFFICES:
NAGASAKI, MOI, KOBE, KANSAI,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: MESSRS. GEARING & CO.
MANILA: MESSRS. MACDONALD & CO.

SOLE PROPRIETORS of Takasago,
Ochi, Shinaw, Nansu and Kani
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.

Hongkong, April 25, 1906.

A. LING & Co.

FURNITURE STORE

HAVE THIS DAY

REMOVED TO

No. 19, QUEEN'S ROAD CENTRAL.

(KHEE AND KONG).

Hongkong, February 1, 1907.

A. LING & Co.

FURNITURE STORE

HAVE THIS DAY

REMOVED TO

No. 19, QUEEN'S ROAD CENTRAL.

(KHEE AND KONG).

Hongkong, February 1, 1907.

A. LING & Co.

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Hongkong, February 1, 1907.

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FURNITURE STORE

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No. 19, QUEEN'S ROAD CENTRAL.

(KHEE AND KONG).

Hongkong, February 1, 1907.

A. LING & Co.

FURNITURE STORE

MISSIONS TO SEAMEN.

The Annual Meeting of the Missions to Seamen was held on Thursday, May 30th, at the Church House, London, the Bishop of Winchester presiding over a large attendance. The Society has for fifty-one years been making spiritual provision for crews of many nationalities and creeds, as far as possible when at sea, as well as whilst in port, at anchor and ashore. It does so now in sixty harbours round the British Isles, and in thirty ports abroad. It has a staff of 61 Chaplains and 99 Readers and maintains 130 Missions to Seamen Churches and Institutes, and 79 Mission vessels and boats. The total receipts of the Society during its fifty-first year (1906) amounted to £28,231. 12s. 7d.; this is £3,000 less than the receipts for 1905, but the falling off is due entirely to legacies, the amount received from that source in the Twentieth Century year being far above the average. The special fund raised to commemorate the Society's Jubilee Year, including gifts from its Royal Patrons, the King and the Prince of Wales, has now reached £8,000, and still requires £2,000 to complete it. The object of the fund is to supply Seamen's Chaplains and Seamen's Churches and Institutes to ten more Ports abroad and to strengthen existing Stations both at Home and abroad.

The amount already contributed has made it possible to undertake new work for sailors and to strengthen existing work at Buenos Aires, Valparaiso, Callao, Delagoa Bay, Melbourne, Hamburg, the Tyne and Barry Docks, and to keep the flag flying at San Francisco at a time when, owing to the earthquake, it must, but for prompt and liberal help, have been hauled down.

The General Superintendent of the Missions has lately returned from an interesting and important visit to the ports of Australia and New Zealand. The most pressing claims on the Jubilee Fund now are for Seamen's Chaplains for Fremantle, Adelaide, Singapore, Rosario, and Bahia Blanca, and for additional workers at Hamburg, Antwerp, and Buenos Aires. More than ten thousand Services and Bible readings were last year conducted afloat by the Mission Staff on board ships, whilst nearly 21,000 religious Services were held in the Society's Churches and Institutes ashore, attended by seamen of all nationalities and creeds. Jubilee Contributions and other gifts will be gratefully received by the Secretary, Stuart C. Knox, Esq., M.A., The Missions to Seamen, 11, Buckingham Street, Strand, London, W.C.

The Bishop of Winchester said the work of the Society's Chaplains and Readers was beyond all praise, and he wished to encourage the Society's work in every possible way. It was a reproach to them in the Church of England to-day that that work had not been begun actually by those in authority in the Church. The Society had done for sailors on a voluntary basis what the Church in its official capacity had neglected to do. The Earl of Elgin in proposing a resolution urging that the Society was deserving of the most generous support, said the work of the Society gave to sailors in foreign and Colonial ports the benefits and associations of home. The Society's Institutes afforded means for recreation and instruction, and often very useful advice on the problems of life. Its agents showed great self-denial in exiling themselves to distant ports but they found their reward in the results attained.

Mr. Charles Bushell, Chairman of the Mersey Mission to Seamen, who was one of the speakers, was presented with an address congratulating the Mersey Mission on the success of its 50th year's work.

The Rev. G. F. Wilson, General Superintendent, gave an interesting account of his recent visit to the ports of Australia and New Zealand, and descriptions were given of the Society's work in the port of London and at Callao, Peru.

A rather funny and consequential diplomatist called the other day on a bluff admiral belonging to the United States Navy, and left his card. The card was inscribed in the corner with the letters "E. P."

"I hope you got my card," said the diplomatist when, not long after, he met the admiral.

"Oh, yes, I got it all right," was the reply. "But by the way, what was the meaning of the 'E. P.' on it?"

"Why, emperors, of course," explained the diplomatist. "Perhaps you did not know that I left it in person."

"Oh, I see," responded the admiral, with a suspicious twinkle.

In a very short time the diplomatist received the admiral's card, bearing the puzzling letters "S. B. N.", which successfully baffled every attempt at solution. On the next occasion that the nonplussed diplomatist met the admiral he, in turn, asked for an explanation.

"Sent by nigger," was the illuminating reply.

BELLE VIEW HOTEL
(LATE METROPOLITAN HOTEL),
SHAUKHTAN ROAD.

THE BATHERS' RESORT OF HONGKONG.
A Pleasant Drive along the Sea Front, either by Tram or Riksha.

BEST OF WINES, BOWLING, BILLIARDS, &c.
A Commodious Married for the Use of Bathers and Visitors.

MUSICAL ENTERTAINMENT
EVERY NIGHT THROUGHOUT THE SUMMER SEASON.

Telephone No. 359.
Hongkong, June 14, 1907.

THE DRINK of the HOMELAND

Age and Quality Guaranteed

ASK FOR
WATSON'S
No. 10
DUNDEE WHISKY

Supreme among Scotch Whiskies

Supplied by WATKINS Ltd. Apothecaries Hall, HONG KONG.

JAMES WATSON & Co. Ltd., DUNDEE.

And Known all the World round.

NEW LABEL

WATSON'S 'E' WHISKY

TRADE MARK

E

QUALITY

WATSON'S

VERY OLD LIQUEUR

Scotch Whisky

W. Watson & Co. Limited

HONGKONG CHINA & MANILA.

ESTABLISHED A.D. 1841.

NOTE:—THE BORDER AND TRADE MARKS OF THE LABEL ARE IN GOLD; THE LETTER 'E' LITHOGRAPHED IN BLACK, IS ALSO SHADDED IN GOLD; WHILE THE THREE CENTRAL LINES 'WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY' ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.

THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE.

Hongkong, July 1, 1907.

The Pure Article in its most digestible form.

"None of the numerous Cocos have as yet equalled Van Houten's in solubility, agreeable taste, and nutritive properties."—*Health*.

Van Houten's COCOA

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To Let.

TO LET.
OFFICES in ALEXANDRA BUILDING.
Apply to SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, April 22, 1907.

TO LET.
No. 2, HOLLYWOOD ROAD.
51, POTTINGER STREET. Immediate Possession.

Apply to ARAKATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, April 4, 1907.

TO LET.
Nos. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Apply to ARAKATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, May 1, 1907.

TO LET.
HARPERVILLE, GARDEN ROAD, 6 Rooms with Tennis Court and detached Servants' Quarters. Possession from 1st Jan., 1907.

Apply to PERCY SMITH & SETH,
Accountants, Auditors, &c.,
5, Queen's Road Central.
Hongkong, January 18, 1906.

TO LET.
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No. 1, FAIRVIEW, Robinson Road, Kowloon.
Apply to LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, February 19, 1907.

TO LET.
A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, July 1, 1906.

TO LET.
IMMEDIATE POSSESSION.
GODOWNS Nos. 95, 96, 97 and 100, PRAYA EAST.

Apply to CHATER & MODY,
Victoria Buildings.
Hongkong, June 19, 1907.

TO LET.
No. 8, GRANVILLE AVENUE, Kowloon.

Apply to HUMPHREYS' ESTATE & FINANCIAL CO., Ltd.
Hongkong, March 27, 1907.

TO LET.
No. 1, RIFON TERRACE, BONTIAN ROAD, OFFICES in KING'S BUILDING and YORK BUILDING.

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TO LET.
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Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
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TO LET.
A 7-ROOMED HOUSE in Robinson Road, with Outhouses and Garden in front and in the rear. Water and Gas laid throughout. Low rent.

Apply to Care of 'China Mail' Office.
Hongkong, July 1, 1907.

TO LET.
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2 SEMI-ATTACHED HOUSES, Nos. 135 and 136, Macdonnell Road, each with 7 Rooms, Bath Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.

Apply to CHUNG CHI NAM, YAN ON M. & F. INSURANCE CO., Ltd.
Hongkong, March 1, 1907.

TO LET.
From 1st July.

LARGE and Spacious GODOWNS Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, July 1, 1907.

TO LET.
QUARANTON, the Peak; Furnished or Unfurnished.

Apply by letter, R. HEMMINGS, c/o 'HONGKONG HOTEL'.

Hongkong, April 2, 1907.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNA, THIBET, JAPAN AND JAPAN.

Translated by Rev. and Mrs. H. Parker and (reprinted from THE CHINA REVIEW.)

Price 50 Cents.

For Sale at The 'China Mail' Office, 8, Queen's Road Central.

FRIDAY, JULY 5, 1897.

BY TELEGRAPH.

THE BOXER INDEMNITY.

Great Britain's Claim.

(From Our Special Correspondent.)

LONDON, July 5.

In the House of Commons Mr. Price asked Sir Edward Grey if Great Britain would emulate America in regard to the Boxer indemnity being paid by China.

Sir Edward Grey replied that the British claim was already based on the actual expenditure caused by the Boxer rising.

A FILIP TO TRADE.

The Dally Customs.

(From Our Correspondent.)

SHANGHAI, July 5.

The opening of the Customs at Dally has already had a beneficial effect upon trade at Newchwang.

Five thousand packages of English and American goods have been bought for immediate shipment from here.

CHINA'S NAVY.

Proposals by Shum.

(From Our Correspondent.)

SHANGHAI, July 5.

Viceroy Shum Chun Hsen has proposed that gunboats be built in Japan for use on the Kwangtung coast.

The Board of War has approved.

PERSISTENT SHUM.

Resigns a Third Time.

(From Our Correspondent.)

SHANGHAI, July 5.

Shum Chun Hsen has sent in his resignation a third time, according to official etiquette, and it is believed that it will now be accepted.

THE HULK STANFIELD.

Was the Stanfield lighted or not on the night of October 21, when the steam launch Hoi Po crashed into it? That is a question which the Chief Justice (Sir Francis Piggott) had to unravel. It may be remembered that the Stanfield, a dismasted and disabled vessel, used to be moored over towards Yamato, and that in the typhoon of September 18 she sank. On October 21 the launch Hoi Po crashed on to the hulk and sustained damages assessed at \$4,000 by her owners, Chi Wo and Company. The dismasted and disabled vessel was used for the amount and after hearing both parties His Lordship asked for more evidence as to the lighting of the hulk.

This morning that evidence was produced by Mr. Shiao, who represented the defendant. In opening Mr. Shiao said that from September 18 up till October 9 the hulk was not lighted but that after that date Mr. Gorham said to the lighting and got a large red light strongly bound with copper rings and of the character usually used for lighting hulks or ships. Sergeant Gordon and Mr. Wright saw the hulk at about 8.30 on the night of the collision and at that time the lamp was alight.

GAMBLING AT TIENTSIN.

According to the "Chin Times" of Tientsin, in consequence of the tragic death of a married woman, who drowned herself the other day as a result of having lost all the money entrusted to her by her confiding husband to play at the wheel at the resort in the Russian Concession, a number of local gentry, headed by Mr. Liu Chin-yin, three days ago presented a petition to the viceregal Bureau of Commercial Affairs, praying that a remedy be devised. This was forwarded to the Viceroy who has in consequence directed the Customs Taotai to communicate with the Russian Consul, asking him to have gambling prohibited in the said Concession. This, it is suggested, would not prevent the carrying on of the Alhambra as a variety theatre.

A BELLICOSE NOBLEMAN.

It is regrettable, says Tokyo vernacular paper, that so many prominent men have lost their heads over the San Francisco affair. Count Iwano appears to be one of them. He is reported to have said that the San Francisco affair has given us an opportunity to return the favour given us by Commodore Perry. This is no time, he thinks, to resort to tame diplomatic negotiations, but we should concentrate all our energies in the bay of Tokyo and show the Americans that we are ready to open fire if they refuse to yield to our reasonable demand.

A WARNING TO MOTHERS.

Too much care cannot be used with small children during the hot weather of the summer months to guard against cholera. Give Chamberlain's Colic, Cholera and Diarrhoea Remedy and then it is certain to be needed sooner or later, and when that time comes you will need it badly. You will need it quickly. Buy it now. It may save life. For sale by all chemists and druggists.

SPORTS.

Lawn Tennis.

In the Kowloon Cricket Club's tennis tournaments the following games have been played:—
Doubles Championship—semi-final, Duncan and Lapsley beat Edwards and Ritchie, 6-1, 6-3, 6-2.
Doubles Handicap—semi-final, Ritchie and Mackenzie (overs 15/2) beat Willie and Clelland (overs 30/4) 6-1, 6-4.
Single Handicap: A. G. Pile (overs 15) beat W. Curwen (see 15) 6-3, 7-5.

Water Polo.

The annual meeting of the Hongkong Water Polo Association was held at the Victoria Recreation Club yesterday afternoon. Mr. J. W. Bains presided, and there were also present Messrs J. Rodger, R. Henderson, W. Goggin, H. A. Lammert, H. C. Sayer (representing the V.R.C.), F. A. Biddon (Royal Hongkong Yacht Club), R. C. Wickell (Corinthian Yacht Club), Staff Sergeant Western (Royal Engineers), Lamo Corporal Gee (Middlesex Regiment), Gunner Wand and Carter (37th Company, R.G.A.) and W. J. Carroll (Honorary Secretary).

It was decided that entries for the competition should close on July 11. Mr. R. Henderson was appointed official referee and Mr. W. J. Carroll, Honorary Secretary and Treasurer. The report for last year, together with the statement of accounts, the latter showing a credit balance of \$49, were accepted.

It is estimated that there will be about ten teams competing in the competition; both the Middlesex and the Royal Engineers are entering two teams.

On Wednesday last a friendly game between the Royal Hongkong Yacht Club and the Royal Engineers was played in the R. Y. C. chamber and resulted in a win for the Yacht Club by four goals to two. Goals were scored by Messrs Wishart, Franklin and Linton (2) for the Yacht Club and by Morris (2) for the Royal Engineers.

The V. R. C. meet the Royal Hongkong Yacht Club in a friendly game on Tuesday next and the R. G. A. (37th Company) on Wednesday next, both games to be played at the V. R. C. enclosure.

Gymkhana Notes.

A keener interest than usual is being taken in to-morrow's meeting at Happy Valley by both members and non-members of the Gymkhana Club. Consequently, provided the weather keeps fine, we may expect a large gathering at the rails at 4 o'clock, and bigger fields than have been seen at most gymkhana. The Welter Race is sure to bring out a large number and is likely to prove most amusing. It will be impossible to predict a winner for this race, as a great deal depends on the start. It is to be hoped that none of our heavy-weight jockeys will get hurt in this sensible.

In the first race (4 o'clock) I think Dearthought has a good chance as any of the others. He is a good strong though not quite up to condition. If G. C. Master rides Nigel he stands a good chance, but it must be remembered he is a small pony and is carrying too weight. Grey Tick if sound, is dangerous, but rumour has it he is still weak in the shoulder.

The Challenge Race is almost a sure thing for Blue Nile. He is in the pink of condition and with his owner up his chances look very rosy. Bonifort is favourite for the Hurdles, but Ben Eton will run him close if he does not win. Sangaine can jump when he wants to, but as he has a habit of stubbornly refusing at times, he is rather an unknown quantity.

The last race is likely to be the best of the day. Mr. W. G. Clark's Crisis has been whispered as the winner. I think not. The distance seems too long for him as he never finishes well. Mr. C. Paul, Chatter's boy, judging by his performance at the last two meetings, should be well up at the finish. The following are some of the times taken during the training on Saturday, June 29th.

Pride of Cadzow, one mile, 2.29, last quarter 37.
Dearthought, one mile, 2.21, last quarter 35.
Nigel, one mile, 2.23, last quarter 34.
Highland Heather accompanying and just winning by a neck (His Ex. Mr. May up).
Blue Nile, one mile, 2.16, last quarter 31.
Grey Tick, (Duplee up) one mile 2.25, last quarter 33.
Manchurian Chief, one mile, 2.15, last quarter 34.
No Savvy, three quarters, 1.46, last quarter 31.
Coccomb, (Duplee up) one mile, 2.15, last quarter 31.
Tuesday, July 2nd.
Nigel, three quarters, 1.48, last quarter 34.
Thursday, July 4th.
Dearthought, (Gegg up) one mile, 2.21, last quarter 35.
Pride of Cadzow, one mile, 2.21, last quarter 35.
Blue Nile, (Master up) half mile, 1.04, last quarter 29.
No Savvy, quarter 32.
Grey Tick, half mile, last quarter 30.
Dublin joined him for the last quarter and beat him easily.

STRIKES.

FATAL EXPLOSION AT TOKYO.

On June 21 at 5 p.m. fire broke out in a shed on the premises of a fireworks manufacturer at Moto-mura, Sawayo, on the outskirts of Tokyo, reports the "Japan Chronicle." The flames spread to the gunpowder godown, which was blown up, and fifteen or sixteen of the operatives—men and women who were working near, were struck down, all being either killed or injured. The exact extent of the loss of life is not stated, but it is feared many must have been killed. Happily the factory stood by itself, some distance from other buildings, and the damage was confined to it.

BUY IT NOW.

NOW is the time to buy Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is certain to be needed sooner or later, and when that time comes you will need it badly. You will need it quickly. Buy it now. It may save life. For sale by all chemists and druggists.

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, June 5.

London cricketers have had a little sensation in that Mr. C. T. Studd, formerly a favourite wicket of the willow, has been this week helping the Bishop of London to conduct an open air mission in Hyde Park. At Eton and Cambridge Mr. Studd played notably and it was while at Cambridge University that Mr. Moody, the evangelist, interested him in mission work to such an extent that subsequently Mr. Studd did missionary service in China and India. His opening speech in Hyde Park was a fine muscular affair and was extremely effective in dealing with the kind of men whom curiosity had drawn together. Mr. Studd told how his father, who was an all round sportsman and the owner of some famous racehorses, came under Mr. Moody's influence and after that, although he continued all his interest in other sports, he dropped horse racing.

There was an additional interest in the levee held at St. James's Palace by the King yesterday in that there were present by special invitation the veteran officers who fought at Delhi and Lucknow just half a century ago. Lord Roberts introduced the Delhi officers, who were General Sir Dighton Probyn, Lieutenant General Sir J. Hills Jones, General Sir C. Gough, General Sir J. Watson, and Lieutenant General Sir F. J. Blane, all of whom, with the exception of the last, were awarded the Victoria Cross. General Sir G. Digby Barker, one of Havelock's officers, introduced Colonel H. G. Gorr-Browne, V.C., and Lieutenant General Sir J. C. Rattray, as representing the defence of Lucknow, while the final relief of the residency was recalled by the appearance of Lieutenant General Sir Gordon Pritchard, who introduced General Sir Godfrey Clark, Lieutenant General F. Brian Wilkinson, Lieutenant General Sir Bryan Milman, and Major General Luke O'Connor. Among the other notable persons present at the levee was Sir Claude Macdonald.

Indian affairs are now much in the public eye owing to the recent disturbances; and Chinese affairs are coming in too on account of the fighting between Amoy and Swatow. So far as India is concerned I understand that while Mr. Morley and the Viceroy are determined to put down sedition, they are anxious not to hinder any genuine political or economic reform. Mr. Morley's firm attitude has so impressed the House, where his reputation for the defence of free principles gives him great weight, that the extreme Radicals have stopped harassing him with questions. Negotiations are taking place, which may result in Mr. Morley receiving a deputation of native demonstrators.

The "Manchester Dispatch" states "For some time past, as the Viceroy recently announced, the Indian Government has been earnestly considering how far it might grant increased representation upon the various public bodies to educated natives. A committee was appointed to consider this subject, and their report has now been sent to the Viceroy. It is believed that the Viceroy when he introduces the Indian Budget into the House will be able to announce the decision that has been arrived at, and to indicate the adoption of a policy that might ultimately pave the way for a real measure of autonomy for India. For this reason the Indian Budget is being expected with much interest."

Prince Fushimi, who started for Canada on Friday on his way home, was heard on an autograph letter of considerable length from the King to the Mikado. A notification was also sent to the Mikado the effect that the King is sending after him a number of personal presents as a memento of his visit. To-day the Japanese warships "Tokuji" and "Chitose" arrived in the Thames from New York, where the crews have had a right good time. They are to stay in the Medway for a fortnight and the junketing in England is not likely to fall short of the American pattern. A number of banquets are being arranged for the officers in London and elsewhere, and the Japanese Embassy and Japanese residents are making arrangements for the entertainment of the men. Among other things, the twelve hundred and fifty sailors on the vessels will be shown all round London.

The announcement made last night by Sir Henry Campbell-Bannerman as to the Government programme of not supporting the bill, after the rejection of the Irish Councils Bill by the Irish Convention it was well known that this was unavoidable. That the Passivists Bill was also thrown over was a sore thing for the Nonconformist enthusiasts who are hardly mollified by a promise of a Bill next session on Education on the Government's own lines. Licensing problems are to be dealt with next session, but this session has fairly large task before it to get through the Army Bill, the Bill for the Court of Criminal Appeal, the Small Holdings (England) Bill, and the Housing Bill. Mr. Balfour thinks these should take to October to thoroughly debate, and the Premier does seem to be a little optimistic as to progress, considering the backwardness of the business at present. The best bill of the lot is the small Holdings Bill, which is likely to have some solid value in the country if the Government get it through safely. It is not as big as was expected, but it is a promising step. That there is to be no Autumn session is a decision mainly satisfactory to members themselves.

The Canadians do not seem inclined to let the "all-very" steamship route project stay in the atmosphere of fancy, and already they are making the matter too lively for the Colonial Office to shelve the resolution of the Colonial Conference in the hope that it will be forgotten. Responsible men like Sir Wilfrid Laurier and Mr. Clifford Sifton in Canada are making judicious use of interviews on the subject, so that there is much publicity for the scheme, and members of Parliament here in London are reminding Mr. Winston Churchill of the matter from time to time. So we are at least likely to get a report from the experts on it.

SIXTY TWO YEARS AGO.

Rowing Match at Canton.

This is from a CHINA MAIL of June, 1846: On Monday, the 15th inst., a rowing match came off between the two four-oared gigs, the Pilgrim, belonging to Mr. Spooner, and the Manchu, belonging to Mr. Walker, the course being two miles, one against the tide, and back again one mile with the tide. The choice of berths at starting, as well as on which side the station boat was to be rounded having been decided by lots, the boats took their places and at the signal for starting, the Pilgrim sprang forward like a startled deer, at once taking the lead and keeping it, although pushed hard by the Manchu up to the rounding boat, when she was a boat's length ahead of her opponent. The Manchu had won the choice of place, was inside, and turned with her bow out, while the Pilgrim was outside, and having her bow out on the larboard side, had to turn with her stroke out; when the boats had rounded the station the Manchu had gained nearly two boat lengths on the other. The Pilgrim, however, nothing daunted pushed on; then came the tug of war—the Manchu's straining every nerve to keep their place. The Pilgrim, moving as one man, kept springing on to the Manchu's bow, inch by inch on their competitors until near the winning goal, when one of the Manchu's crew fell off his seat totally exhausted, and the Pilgrim came in the winner. This race was one of the most severely contested in the annual regatta, and it was well worth the admission of all who saw it.

BRITISH POST OFFICE.

A Mismanaged Institution.

We take the following interesting article from an exchange:—

A return has been recently published at Home showing the income and expenditure of the Telegraph service—with which is now included the Telephone service—and the figures are certainly startling.

There has long been a popular superstition that the Post Office is one of the best managed departments of the British Government. Undoubtedly it shows every year a large profit. People forget, however, that the huge profit is the result of a monopoly. The Post Office has the exclusive right of conveying letters. It charges a penny for the conveyance of each letter, although experience has shown that the cost of conveyance is under a half-penny. Anybody who had the control of such a business as this could succeed in making a profit upon it. When, however, the Post Office administrators step outside the simple task of carrying letters and enter upon the management of the Telegraph and Telephone services, their incapacity is displayed in a startling manner.

The Telegraphs were purchased by the Government in the year 1839, and came into the possession of the State at the beginning of the following year. When taken over from private companies, the Telegraphs were yielding a handsome profit, and the Government of the day looked forward not merely to a continuance of this profit but to an extension of it. The purchase was made for £1,000,000, and the Government of the day looked forward to a profit of £247,000 in the first year after purchase of the State did succeed in making a profit of £247,000, which was applied to a sinking fund. In the next year the profits sank to £6,000, and since that date there have only been five years in which any profit at all has been made. The loss after excluding outlay in the nature of capital, have frequently exceeded £1,000,000 a year and have even risen above £500,000. The loss last year was £383,000.

The aggregate deficiency in thirty-six years as shown in the official return above claimed to be the State took over the Telegraphs is no less than £6,470,000. This is the result, according to official figures, of a purchase which was going to prove so profitable. As usual, however, the official figures tell only part of the story. They omit, for example, the interest on the £1,000,000 which was paid for the telegraph, and the interest on the £227,000 in the way of royalties payable by the National Telephone Company and other licensees. These royalties are in return for no services rendered. They are merely a tax on private enterprise, and ought to be treated as such. If these receipts are deducted from the revenue the loss last year would be increased to £580,000.

Nor is that all. No allowance is made in the official figures for the loss of interest on money advanced out of revenue for expenditure in the nature of capital, and the loss of interest upon money expended to make good the annual deficiencies. Both these items would be allowed for if the concern were being worked on a commercial basis. If we allow interest at the rate of 3 per cent, a sum of more than £300,000 would be to be added to last year's loss, bringing the actual commercial loss last year on the working of the Telegraphs and Telephones up to at least £1,000,000. It is well that this fact should be realised by the public when schemes are put forward for the unlimited extension of State enterprise.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 5th at 11.45 a.m.—The barometer has risen considerably in E. Japan, and fallen moderately on the E. coast of China. The depression lying over N.E. Japan yesterday, has passed to Pacific. A slight depression is shown this morning over Shanghai. It appears to be moving towards N.E.

Pressure is high over the N. part of the China Sea and the Pacific to the South of the Luzon. It is expected that the depression will be in the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inches. Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: S. winds, moderate; fair.
2.—Formosa Channel: Same as No. 1.
3.—South coast of China between Hongkong and Lanchow: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

HONGKONG CARGO MOVEMENTS.

Arrivals for the past twenty-four hours.

brought in about 10,000 tons of cargo—rice, coal, sugar and general. The Nan-shan from Saigon brought 2800 tons rice; the Sui-tai from Moji 1800 tons coal; Hong Wan from Rangoon 1000 tons sugar, 300 tons general; the Mathilde from Hailow 1000 tons rice; Hupoh from Hailow 1000 tons rice; 600 tons general, 400 tons coal; Shouling from Shanghai and Swatow 950 tons general; Cheong Shing from Tientsin 800 tons general; Hui-ching from Foochow and Swatow 300 tons general; Athenian from Vancouver and Shanghai 100 tons dried fish; Tean from Manilla 30 tons sugar.

About 9000 tons went out to-day; the Audacious for Keelung took 3000 tons general; Kwai-shing for Swatow 1100 tons general; Peng Tong, for Bangkok, 1000 tons general; Nissim Maru for Kobe, 900 tons general; Fausang for Singapore, 800 tons general; Yu-ma for West River, 100 tons general. In addition the Shouling took 14 cases of sporting rifles and one case of cartridges for Canton.

FORMOSA-SOUTH CHINA TRADE.

The cargo on the Formosa-South China line of the Osaka Shosen Kaisha has hitherto chiefly consisted of material exported for building purposes, but the export of tea has of late considerably increased, and the S.S. Saiko Maru was temporarily added to meet the increased trade. As this vessel has proved insufficient, the S.S. Chishu Maru has recently been added. Hongkong is her starting point and she calls at Amoy, Swatow and Foochow.

N. D. L. ENTERPRISE.

The present line of three mail and passenger steamers which the Norddeutscher Lloyd maintains every 23 days between Hongkong and German New Guinea via Japan and Manila will probably be duplicated in the near future by a new line of three steamers being started from Singapore and the ports of call will be Batavia and Surabaya on their way to German New Guinea. It may be interesting to know that the steamers Prinz Sigismund and Prinz Waldemar, which now run between Hongkong and German New Guinea were formerly on a similar run from Singapore. The steamers for the proposed duplicate run from Singapore will probably be taken from the newer and larger boats of the company on the coasting line.

ACCOMMODATION ON THE SIBERIAN RAILWAY.

Greater Attention to be Paid to Passengers.

The "Japan Advertiser" translates from the "Dalyokaya Okina" a statement to the effect that the following telegram has been sent to St. Petersburg by the Superintendent of the Siberian, Moscow-Koursk, etc., railways.

"The passengers of the express which are in direct communication with the ports of Japan, Shanghai, and the stations of the Chinese Eastern Railway to the West, as far as the stations which belong to the Russian Empire, do not receive the same attention as the passengers belonging to them in the Siberian train, and are themselves obliged to search for their places, or if they have families with them, to take places in different compartments. With a view to the improvement of the service, the Government, in the case of changing, for foreigners who do not understand Russian, and for a guarantee to the passengers of the places belonging to them, the following arrangement is made: The train superintendent will telegraph from Harbin to the Station-master at Irkutsk the number of berths engaged, upper for ladies, lower, for non-smokers according to classes. One copy is sent to the office of the International Sleeping Car Company, and another remains with the train superintendent."

MANCHURIAN REFORMS.

Hsi Shih-chang, Viceroy of Manchuria, has been instructed by the Peking Government to carry out the following reforms in the Three Eastern Provinces without unnecessary delay:—

(1) To maintain good relations with Russia and Japan which are still the controlling powers in Central, North and South Manchuria still.

(2) To reform the financial and commercial systems.

(3) To suppress the Hangulzu.

(4) To dredge the Liao and other important inland waterways in Fengtien, Kirin and Heilungkiang.

It is stated that by arrangement with Viceroy Tuan Fang H.E. Hsi will transport 60,000 poor people from the famine area in Northern Kiangnan Province to south Manchuria to dredge the Liao, and to carry out the navigation at Newchwang this year.

Viceroy Hsi will, in company with Governor Chu Chia-pao of Kirin, and Taotai Sha Ying-tai proceed to Harbin shortly to resume negotiations with the Russian authorities about the establishment of the proposed Chinese-Czechoslovak-Manchurian and Heilungkiang to the Russian-Chinese frontier. In view of the excessive demand for extra tariff privileges by the Russian delegates, there may be some difficulty in settling the important question of the proposed Chinese-Czechoslovak-Manchurian and Heilungkiang to the Russian-Chinese frontier. In view of the excessive demand for extra tariff privileges by the Russian delegates, there may be some difficulty in settling the important question of the proposed Chinese-Czechoslovak-Manchurian and Heilungkiang to the Russian-Chinese frontier. In view of the excessive demand for extra tariff privileges by the Russian delegates, there may be some difficulty in settling the important question of the proposed Chinese-Czechoslovak-Manchurian and Heilungkiang to the Russian-Chinese frontier.

AS OTHERS SEE US.

Englishmen and Manners from the Chinese Point of View.

[BY LIN HSIN KWEL.]

When I came to England first, which was two years ago, I remember on approaching London from Dover by the Chatham and South Eastern Railway, I was very much struck with the multitude of chimney pots, and on arriving at the terminus the omnibuses were a novelty to me, having two storeys like a house. I had seen nothing like them in China.

As soon as I had settled down in London I looked about for a school, and seeing the advertisements of the scholastic institutions I thought they were Government offices for furnishing students with information. I was much astonished to find that both they and the headmasters with whom I came in contact acted on commercial principles.

We have somehow got the notion in China that the family relations here are not so close as they are with us, but I have since my arrival in England, discovered that the members of an English family love and respect each other just as much as we do in China. Nevertheless, I notice a difference. In China, when the sons are married, they still live under the parental roof, but in this country, when members of a family are married, they live separate from other members.

We think it is a duty of the children to look after their parents, and that they will be better cared for and have more comfort if the married sons remain at home. As I understand it, the reason the English children do not live with their parents is not because they love their parents less, but because the English parents are more considerate, and think the children have a right to be free.

I am of opinion also that the English system of free marriages, based on personal acquaintance, is better than our Chinese system of trusting to a middleman. A middleman, I may observe, is a friend of the two families who knows something about the two parties. He is always apt to suppress the deficiencies of one or the other, and to accentuate their good qualities. Naturally, the consequences of this system are often unhappy.

I have been greatly impressed with the freedom of intercourse between the two sexes in this country, but I have learnt that religious and social sanctions act as a check on the whole on any large misuse of such liberty. But one thing I must say, and that is that English wives do not attend to many household duties which are essential for a Chinese wife to perform. For instance, ladies in China not only make their own dresses, but their own boots and socks. In England, however, there are so many outdoor attractions for the ladies, and then your manufacturers make nearly every article of the English wardrobe for you, that the ladies have no time to do such things. The City is strictly guarded, and many people are starting on journeys for the purpose of escaping from danger. The commander of the Fortress has forbidden labourers to leave the port. They have to report all their movements. A rumour is current that Moscow has been set on fire by the mob and is now burning.

As regards household life, I think the furniture of English houses is very luxurious and sumptuous, but the cooking is very inferior to ours in China. We have no variety. The English might have also, but, taking the people generally, they do not cultivate the culinary. They eat to appease hunger, apparently, not for enjoyment. The cooking is got rid of as a sort of drudgery, as a thing not worthy of any serious preoccupation on the part of those responsible for it.

It was a novelty, however, to me to see English people eat such quantities of puddings as they do with their meals. We never eat puddings with meals. I do not dislike them, however, but I do not like them as much as the English. I have often been obliged to eat some.

I am of opinion that the material life of this country is highly advanced, more so than in China, and this has an important consequence. The wealthy people here are generous, because they can afford to be so. Our people are more industrious, but they are not so well equipped and equipped. But I have not been altogether favourably impressed by the absolute immersion in business of the English people, the intensity with which they pursue their callings as so as to have little interest for anything else. This habit accompanies them into private life, making them calculate so accurately over the expenditure even between husband and wife.

As a student of politics I think English Parliamentary government is an ideal government. What strikes me as strange, however, is that there is so much useless opposition from the party out of power, which hampers the progress of reform. I suppose that sort of thing is bound to occur under party government. I understand, of course, that the opposition is constantly appealing to the judgment of the country. I believe, however, that in our form of another Parliamentary government will be introduced into China when our political education is more developed than it is just now.

INCOMPLETE EVENING DRESS.

I must add a few words about the sporting instincts of the English race, which strike me as strange. The undergraduates of Oxford and Cambridge spend much of their time on cricket and tennis and hockey, and it seems that no academic career is regarded as brilliant without some sporting achievement. I admit that physical exercise is necessary for health, but English undergraduates appear to me to spend more time on it than is really desirable.

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We have sports in China, but they do not fill so large a space in our lives. I am astonished, too, to see women playing many games. I do not think it is very becoming, but on the other hand, I think that women in China lead too secluded lives. Still, I should not like to see Chinese ladies adopt the evening dress of English ladies, which does not appear to me to add to their attractiveness. That would be greater in my view, in a more complete dress.

I have also noticed much at the right of the ladies, which, it has struck me, must be very injurious, as well as at the high-heeled boots they wear. That is a notion once that as they were so tightly laced they must not feel their feet by instalments.

English soldiers look well and well disciplined, but their walking out with young girls when in uniform has struck me as unbecoming. They are human, of course, and I do not blame them on that ground, but soldiers when in uniform should not be seen in company with a woman. If they were in private costume it would be different. In China, if a man wears a uniform he is supposed to be on official duty.

LAXITY IN LOVE MAKING.

The English religion does not appear to me so much on its religious side as for its social value, the ecclesiastics being also promoters of charitable and humane organizations. I think there is more benevolence, more in private costume it would be different. In China, if a man wears a uniform he is supposed to be on official duty.

I have seen a great many English plays and read a great many English novels, and I think that more than all others, the whole interest is concentrated on love-making, as if there is no other thing in the world, while in China we find entertainment in historical plays and tales of adventure, in which love plays no part. Perhaps the reason is that the English look upon love as a sacred thing, the sole source of happiness in life, while we Chinese regard it as only a very small part of the business of life.

Generally speaking, I enjoy my life here very well, except for the dense fogs and the constant rain. The City is strictly guarded, and many people are starting on journeys for the purpose of escaping from danger. The commander of the Fortress has forbidden labourers to leave the port. They have to report all their movements. A rumour is current that Moscow has been set on fire by the mob and is now burning.

Shipping.

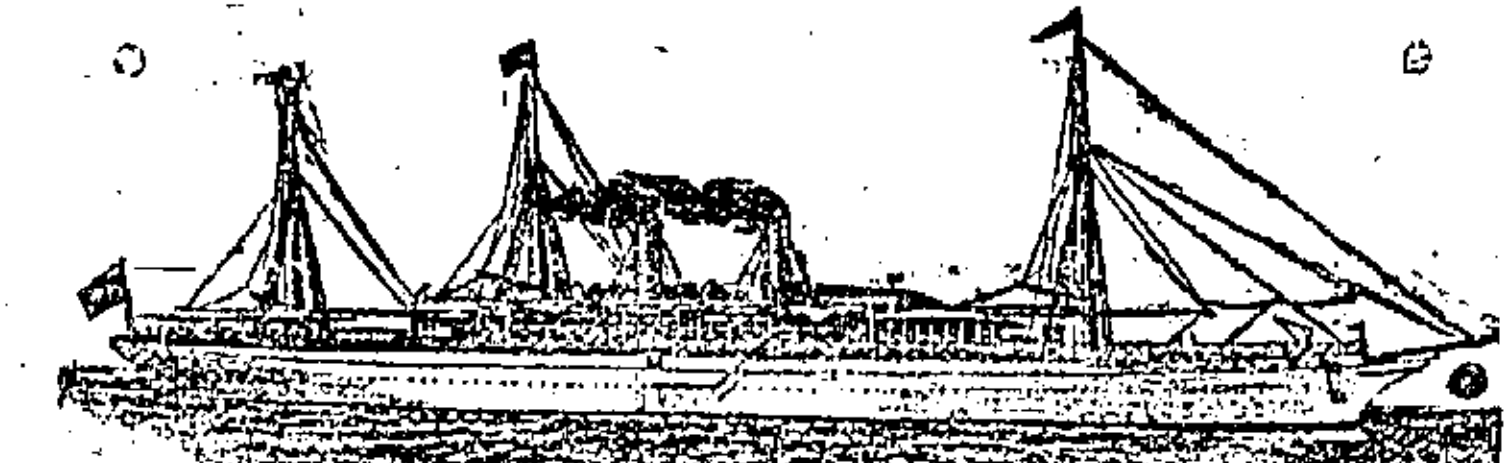
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, YOKOHAMA	(SIMLA)	About 8th	Freight and Passengers
SHANGHAI, MOJI, KOBE, YOKOHAMA	(DELHI)	About 11th	Freight and Passengers
LONDON, via Usual Ports	(CHINA)	Noon, 13th	See Special
MARSHALLS, LONDON, SYRIA	(CAPT. E. STREET)	July	Advertisement
AND ANTWERP	(CAPT. D. C. GARDNER, R.N.R.)	July	Freight and Passengers

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R.M.S.	PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
ATHEANIAN	5389 Tons	Wednesday, July 17	Aug. 10
EMPIRESS OF INDIA	6000 Tons	Thursday, Aug. 1	Sept. 10
EMPIRESS OF JAPAN	6163 Tons	Wednesday, Aug. 14	Sept. 7
EMPIRESS OF CHINA	6000 Tons	Thursday, Aug. 29	Sept. 16
EMPIRESS OF RUSSIA	6000 Tons	Wednesday, Sept. 11	Oct. 5
EMPIRESS OF AMERICA	6000 Tons	Thursday, Sept. 26	Oct. 14

THE T.K.K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA OF JAPAN), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, CORNER PRINCE STREET and PRAYA, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. N. Ohno, Tons 6169	Wednesday, 10th July, at Daylight
	WAKASA MARU, Tons 6265	Wednesday, 24th July, at Daylight

FOR	STEAMERS	TO SAIL
VIKTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	* RIJUN MARU, Capt. G. S. Laprak, Tons 4806	Tuesday, 9th July, at Daylight
	* KAGA MARU, Tons 6301	Tuesday, 23rd July, at Daylight

FOR	STEAMERS	TO SAIL
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	* YAWATA MARU, Capt. T. Harrison, Tons 3817	Friday, 12th July, at Noon
	* NIKKO MARU, Capt. E. W. Haswell, Tons 5559	Friday, 9th August, at Noon

FOR	STEAMERS	TO SAIL
GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID.	* COLOMBO MARU, Capt. O. A. Lee, Tons 4708	Saturday, 6th July, a.m.
	* NAGASAKI, KOBE AND YOKOHAMA.	Wednesday, 10th July, at Noon

FOR	STEAMERS	TO SAIL
SHANGHAI, MOJI & KOBE	* KAGOSHIMA MARU, Capt. K. Kori, Tons 3412	Friday, 12th July
KOBE AND YOKOHAMA	* BINGO MARU, Capt. F. L. Sommer, Tons 6247	Saturday, 13th July, a.m.

BOMBAY, via SINGAPORE AND COLOMBO. Capt. A. Keith, Tons 3412. July. Cargo only. Calling at Kienlo.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passages, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road, A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY Operating the New Twin Screw Steamship MINNESOTA—28,000 TONS—BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. AUBREY, On WEDNESDAY, 31st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

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Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

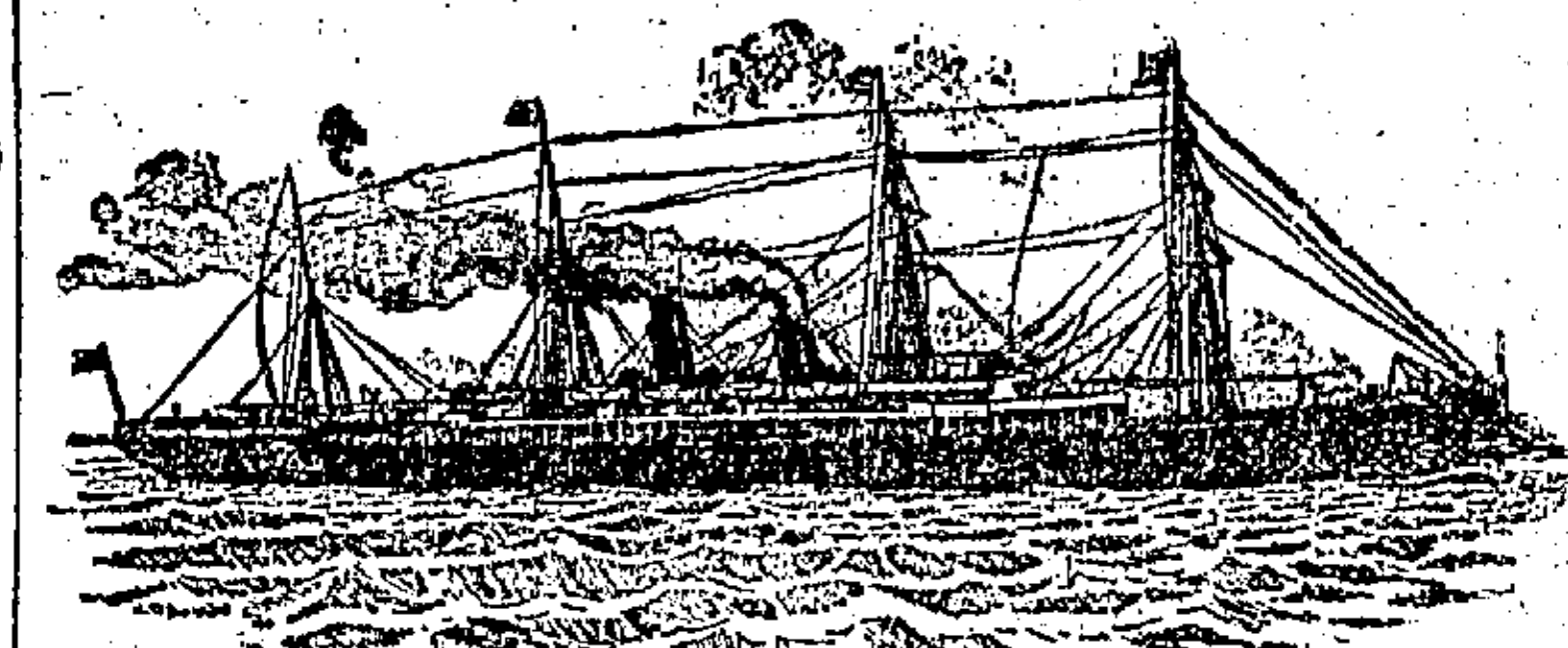
For convenience of carrying cabin passengers return tickets are interchangeable with regular rail fares between Japan, China and Hong Kong.

For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATES, 1907
* NIPPON MARU	11,000	Tuesday, 9th July, at Noon
* DORIC	9,500	Saturday, 20th July, at Noon
* COPTIC	9,000	Saturday, 27th July, at Noon
* HONGKONG MARU	11,000	Tuesday, 6th Aug., at Noon
* KOREA	18,000	Friday, 16th Aug., at Noon
* AMERICA MARU	11,000	Saturday, 24th Aug., at Noon
* SIBERIA	18,000	Saturday, 31st Aug., at Noon
* CHINA	10,200	Saturday, 7th Sept., at Noon
* MANOHURI	27,000	Saturday, 14th Sept., at Noon

RECORD FAST TRIPS.
Yokohama to San Francisco...s. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu...s. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.
San Francisco to Yokohama...s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 19 hours.
Yokohama to San Francisco...s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 23 minutes.

THE T.K.K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO. SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KENZO, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

STEAMERS	Tons	CAPTAIN	TO SAIL ON
NUMANTIA	4371	H. FELDMEYER	July 16, at 5 p.m.
ARABIA	4483	MEYERSTEIN	Aug. 7, at Noon
ALESIA	5167	JOHN ERNST	Sept. 4, at Noon

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
HONGHAI & HAIPHONG	HUTER	July 6, Daylight
SWATOW AND SHANGHAI	SEAHOING	July 8, at 4 p.m.
MANILA	TEAN	July 9, at 4 p.m.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	July 10, at 4 p.m.
YOKOHAMA AND KOBE	CHINGTU	July 11, at 4 p.m.
CEBU & ILOILO	KAIPONG	July 18, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A fully qualified Surgeon is carried.

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HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	A. Fraser	Manila	Saturday, July 6, Noon
RUBI	2540	R. W. Almond	Manila	Saturday, July 13, at Noon

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

HONGKONG—NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG AND CALCUTTA	(NAMSANG)	Tuesday, July 9, at 3 p.m.
SANDAKAN	MAUSANG	Thursday, July 11, at 4 p.m.
MANILA	YUENSANG	Friday, July 12, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.
Hongkong to Singapore 1st Class Single \$ 65 Return \$100
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Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simpoma, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

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FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH AFRICAN PORTS, ANTWERP AND HAMBURG	PREUSSEN, Capt. O. Nahrath	Wednesday, 17th July, at Noon
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	ZIETEN, Capt. Rud Meyer	About Wednesday, 17th July
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minssen	Thursday, 18th July, at Noon
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. von Sanden	About Friday, 28th July
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	Saturday, 3rd August, at 9 a.m.

For further Particulars, apply to Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship TONKIN, Captain MORTON, will be despatched for the above ports on or about MONDAY, the 8th July.

G. DE CHAMPEAUX, Agent. Hongkong, July 1, 1907. 1097

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship SYDNEY, Captain BARILLON, will be despatched for MARSEILLES on TUESDAY, the 9th July, 1907, at 1 a.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—
S.S. EMMET SIMONS...July 23, 1907.
S.S. TONKIN...Aug. 6, 1907.
S.S. SALAZAR...Aug. 20, 1907.
S.S. POLYMERIE...Sept. 3, 1907.
S.S. TOULON...Sept. 17, 1907.
S.S. AUSTRALIAN...Oct. 1, 1907.

G. DE CHAMPEAUX, Agent. Hongkong, June 25, 1907. 1099

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOOTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship OZINA, Captain E. STREET, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 13th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Mooltan.

9,000 tons; from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Mail Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. China, due in London on the 18th August, 1907.

Parcels will be received at this Office till 4 p.m. the day before sailing. The outwards and values of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, June 26, 1907. 1068

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship OATHERINE APOAR, Captain W. D. A. THOMAS, will be despatched for the above Ports on TUESDAY, the 9th July, at 3 p.m.

For Freight or Passage, apply to D. SASSOUN & Co., Ltd., Agents. Hongkong, July 4, 1907. 1113

TOYO KISEN KAISHA. SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUITQUE, via JAPAN PORTS (Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

Steamers Tons To Sail
KASATO MARU 6100 End of Sept.
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The above steamers have splendid accommodation and are fitted throughout with Electric Light. A daily qualified Surgeon is carried on each boat.

K. MATSUDA, Manager. Yokohama, April 15, 1907. 215

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Edited by Rev. C. H. HICKLING.

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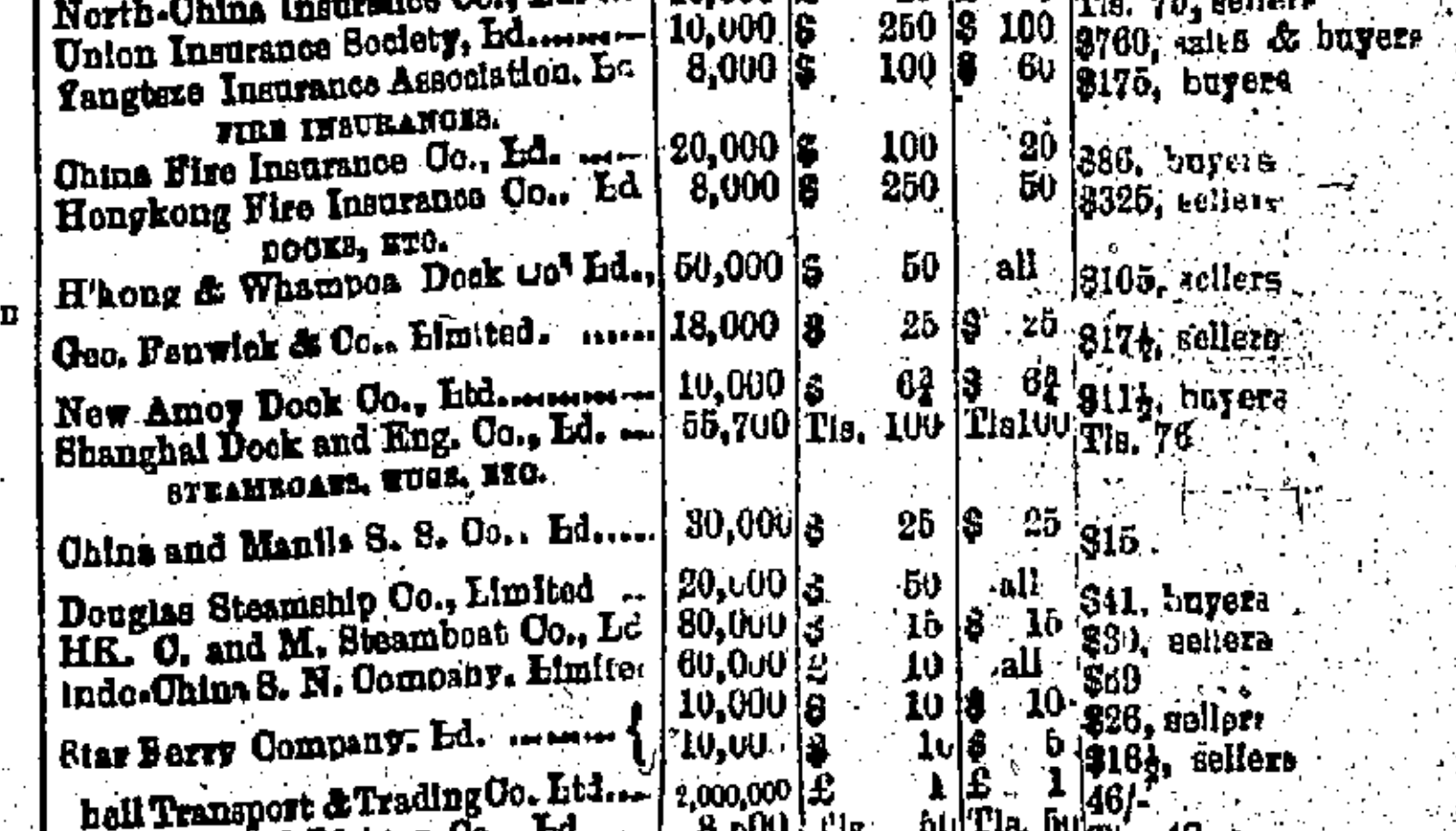
DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Australian Ports	Empire (a).....	Gibb, Livingston & Co.	July 27, at Noon.
Bombay, N. Y. S.	Ch. H. H. & Co. Limited	Robt. Hall & Co. Limited	July 9.

Cebu & Manila.	Antong (s)	Butterfield & Swire.	July 17, 4 a.m.
Cailao Taku vud. v. Japa.	Katherine Park (s)	Foyo Kison Kalahi	July 18, at Noon.
Canton Poria & Shanghai	Shoshu Muru (s)	Butcher, Shoso, Kalahi	July 18, at 9 a.m.
Fiume, Trieste, &c.	Nippon (s)	Sander, Wieler & Co	July 21.
Genoa, L'Aoh & A'eri	Colonabo Mara (s)	Nippon Yusen Kalahi	July 6, a.m.
Holhow & Haiphong	Hapeh (s)	Butterfield & Swire	July 6, Daylight.
Japan & Portland, Or.	Nuancita (s)	Portland & A. S. Co	July 16, at 5 p.m.
			July 6, Noon.

Japan & Portland, Or.	rabia (s)	Portland & A. S. Co.	Aug. 7, at Noon.
		Portland & A. S. Co.	Sept. 4, at Noon.

Japan & Portland, Or.	Alera (a)	Forssman	July 13, a.m.
Kobe & Yokohama.	Bingo Maru (s)	Yuen Kuan Kai	July 11, at 4 p.m.
Kobe & Yokohama.	Chikuma	Autordied & Swiss	About July 26.
Kobe & Yokohama.	Rien W. Widenmar (?)	Melchers & Co.	Aug. 3 at 9 a.m.
Kudat and Sankalan	Barnes (s)	P. & O. S. N. Co.	July 13, at Noon
London, &c.	China (s)	P. & O. S. N. Co.	July 27, at Noon.
London, &c.	Dela (s)	P. & O. S. N. Co.	About July 27.
Mar., L'don & A'eri	Syrja (s)	Nippon Yusen Kaisha	July 10, at Noon.
Marshall, London &c.	Nyarca (s)	Melchers & Co.	July 10, at Noon.
Mar., L'don, A'eri, &c.	Kanazawa Maru (s)	Hutterfield & Swire	July 9, at 4 p.m.
Manila, A'Nha Ports.	Yawata Hara (s)	Messageries Maritimes	July 13, at Noon.
Manila, A'Nha Ports.	Yamaguchi (s)	Shewan, Tomes & Co.	July 6, at Noon.
Manila, A'Nha Ports.	Changsha (s)	Shewan, Tomes & Co.	July 13, at Noon.
Manila, A'Nha Ports.	Sydney (s)	Bertheloff & S'r	July 12, at 4 p.m.
Manila, A'Nha Ports.	Zafiro (s)	Jardine, Matheson & Co.	July 17, at Noon.
Manila	Rubi (s)		
Manila	Toan (s)		
Manila	Yuen sang (s)		

Nani, Kobori & Nani	Alaska Maru (6).....	Shewan, Tombs & Co.	August 28.
Nani, Yokohama	Alaska Maru (6).....	Jardine, Mason & Co. Ltd.	July 11, at 4 p.m.
Nanda	Musang (6).....	Toyokuni Kaisha	July 9, at Noon
Nan F'cinco via Japan	Nippon Maru (6).....	O. & O. S.S. Co.	July 20, at Noon
Nan Francisco via Japan	Coptic (6).....	O. & O. S.S. Co.	July 27, at Noon
Nan Francisco via Japan	Hongkong Maru (6).....	Toyokuni Kaisha	Aug. 6, at Noon
Nan Francisco via Japan	Korea (6).....	Pacific Mail S. S. Co.	Aug. 15, at Noon
Nan Francisco via Japan	America Maru (6).....	Toyokuni Kaisha	Aug. 24, at Noon
Nan Seattle, v. S'hai, Japan	Gagahigami Maru (6).....	Nippon Yusen Kaisha	July 31, at Noon
Shanghai, Moji & Yokohama	Zieten (6).....	Molliers & Co.	About July 17.
Shanghai, Yokohama & Yon	Tomlin (6).....	Messageries Maritimes	About July 8.
Sh'hai, Koko & Y'ama	Sims (6).....	P. & O. S. N. Co.	About July 8.
Sh'hai, Moji, Kobe Y'ama	Dohli (6).....	P. & O. S. N. Co.	About July 11.
Shanghai	Namsang (6).....	Jardine, Matheson & Co. Ltd.	Aug. 5, at 3 p.m.
S'pore, Pang, Calcutta			Aug. 11, at 3 p.m.

[illegible]

Takui Tug and Lighter Co., Ltd.	200, 00	Fls.	50	Tls. 50	Tls. 48
Shanghai Tug and Lighter Co., Ltd.	100, 00	Fls.	50	Tls. 50	Tls. 47
do Preference.	100, 00	Fls.	50	Tls. 50	Tls. 50
REFINERIES.					
China Sugar Company, Limited.	20, 000	£	100	all	£100, sellers
Emson Sugar Company, Limited.	7, 500	£	100	all	£21, sellers
Perak Sugar Cultivation Co., Ltd.	7, 000	Fls.	60	Tls. 60	Tls. 90
WHARVES.					
M.K. & Kow Wharf & Godown Co.	30, 000	£	50	all	£79, sellers
10, 000	Fls.	100	Tls. 100	Tls. 22	
Sungshai and Hongkong Wharf Co.	32, 000	Fls.	100	Tls. 100	Tls. 22
LAND AND BUILDINGS.					
Hongkong Land Investment and Agency Company, Limited.	94, 000	£	100	100	£100, sellers
Hongkong Land Investment Co., Limited.	22, 000	Fls.	50	Tls. 50	Tls. 104
26, 000	£	50	£	50	£103
Kowloon Land and Building Company	9, 000	£	5	£	30
3, 073	Fls.	25	Tls. 25	Tls. 9	
Wei-ho-wei Land & Building Co., Ltd.	140, 000	£	10	all	£104, sellers
Hamphrey Rouse & Finance Co.	12, 000	£	50	£	50
West Point Building Co., Limited.	12, 000	£	50	£	50
FRANWAYS.					
The Peak Tramways Co., Ltd.	75, 000	£	10	all	£103 & 1/2 New (old) & 1/2 (new) on, ore
MINING.					
Société Française des Charbonnages du Tonkin	16, 000	Fls.	250	all	£480, buyers
Rend Amst. Gold Mining Co., Ltd.	200, 000	£	1	18 1/2	£6, sales
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.	12, 000	£	50	all	£118, sellers
Astor House Hotel Co., Ltd. (S'p.)	30, 000	£	25	£	25
DISPENSARIES.					
A. S. Watson & Co., Limited.	40, 000	£	10	£	10
Watkins Limited	10, 000	£	10	£	10
LUMBER.					
H.K. and China Gas Co., Limited.	7, 000	£	1	all	£175, buyers
Shanghai Gas Company, Limited.	8, 500	Fls.	5	Tls. 50	Tls. 108
Hongkong Electric Co., Limited.	50, 000	£	10	£	10
RUBBER AND CEMENT.					
					£181, sellers

Green Island Cement Co., Ltd.	200,000	10	10	\$77, sellers
MISCELLANEOUS.				
Ball's Absence Eastern Agency	8,604	£	12/8	12/8 \$7, buyers
Ld.	9,000	£	10	\$ 4 \$107, sellers
United Asbestos Oriental Agency	100,000	£	10	\$ 10 \$150
Union Waterboat Co., Limited	25,000	£	10	\$ 10 \$127, sales
Hongkong Dairy Farm Co.	25,000	£	7 1/2	\$ 6 1/2 \$11, buyers
Hongkong Ice Company, Limited	6,000	£	26	all \$245
Shanghai Waterworks Co., Ltd.	7,200	£	20	£ 20 \$12, 355
H Kong Rope Manufacturing Co.	50,000	£	10	\$ 10 \$227, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	£	10	\$ 10 \$117, sellers
Kwo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls.	50	Tls. 60 \$12, 64
International Cotton Manufacturer	10,000	Tls.	75	Tls. 75 \$12, 50
Ling Co., Ltd.	8,000	Tls.	100	Tls. 100 \$12, 82 1/2
Loo-King-Mow Cotton Spinning and Weaving Co., Ltd.	2,000	Tls.	500	Tls. 500 \$12, 330
Soy Cheo Cotton Spinning Co., Ltd.	200,000	£	1	10 \$9, buyers
China Provident Loan Mortgage Co. Ltd.	60,000	£	13	\$ 12 \$2, sellers
China Borneo Company, Ltd.	1,200	£	10	all \$20, sellers
Campbell, Moore & Co., Limited	12,000	£	10	\$ 10 \$8, sellers
Wm. Perrell, Ltd.	8,000	£	10	\$ 10 \$23, sellers
South China Morning Post	6,000	£	25	\$ 25 \$23, sellers
China Light and Power Company	50,000	£	10	\$ 10 \$87, sales
Steam Laundry Company, Limited	20,000	£	6	6 1/2 \$7
OILS COMPANIES.				
Phillips Co., Ltd.	67,500	£	10	\$ 10 \$20
Ashbury Limited	30	£	60	\$ 50 \$120

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1888	£ 767,200	Tls. 2500 7/2 p annum		
VERNON and SMYTH Share-Brokers				

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